The usage of Map 7 could prove a useful guide to potential home-builders who plan to buy land in the immediate vicinity of Selma or within the planning area. As one might expect, the lands most suitable for accommodating septic tanks are also well suited to handle the later provision of full services as the town grows. It is in the town's best interest to promote residential construction on this well drained and suitable soil so as to minimize future problems should annexation occur.

Industrial Development Within the Planning Area

A comparison of the 1970 and 1976 land use maps reveals that the major change has occurred along Buffalo Road in the vicinity of the River Road intersection where additional oil storage facilities and related trade has developed. And while certainly not classified as industry, the motel-restaurant satellite annexation between 1973 and 1976 is and should continue to be a literal "crossroads of economic activity".

C. Drainage

The topography of the land within the planning area is one of the major features which create the area's drainage problems. Associated difficulties are encountered by many residents who live east of Pollock Avenue.

Immediately south of U. S. 301 and N. C. 39 is a band of relatively high (180 foot elevation) Norfolk and Coldsboro soils. Sweeping in a generally southeast and northwest direction, this elevated ground acts as a natural barrier to direct runoff to a major drainage ditch northeast of town.

Drainage immediately to the west of the above elevated land, and from most of the land north of the Southern Railway, is toward the north and Mill Creek which flows into the Neuse River west of town. South of the railway and roughly east of Massey Street is some of the flattest and most poorly drainage soils in town. Drainage in this area is toward the east where it forms Bawdy Swamp. Drainage from the southwestern part of town is carried to a major drainage ditch designed to carry away much of the water that occur in this area and south of the power transmission line going to the U. S. 70-A substation.

Continued development along U. S. 301 north of where it intersects N. C. 39, and along S. R. 2332 in generally the same area will naturally tend to increase water runoff and add further to the volume of water carried by the nearby drainage ditch. As soils suitable for septic tanks in this area are rated as having severe limitations, efforts to restrict future development would have a doubly beneficial effect.